B.) AMENDMENTS TO THE CLAIMS

This listing of the claims will replace all prior versions, and listings of claims in the Application.

1. (canceled)

2. (canceled)

3. (canceled)

4. (canceled)

5. (canceled)

6. (canceled)

7. (canceled)

8. (canceled)

9. (canceled)

10. (canceled)

11. (canceled)

12. (canceled)

13. (currently amended) A method of manufacturing a <u>rotatable</u> turbine engine component, the component having a direction of maximum tensile stress during normal engine operation, comprising the steps of:

providing a plurality of biased ceramic plies, each biased ply comprising ceramic fiber tows, the tows woven in a first warp direction and a second weft direction, the second weft direction lying at a preselected angular orientation with respect to the first warp direction, wherein a greater number of tows are woven in the first warp direction than in the second weft direction, and wherein a number of tows in the

second weft direction allows the biased plies to maintain their structural integrity when handled;

laying up the plurality of biased plies in a preselected arrangement to form a rotatable component shape, wherein a preselected number of the plurality of biased plies are oriented such that the orientation of the first warp direction of a preselected number of the plurality of biased plies lie about in the direction of maximum tensile stress during normal engine operation, wherein normal engine operation includes rotation of the rotatable turbine engine component;

rigidizing the component shape with a layer of BN and a layer of SiC to form a coated component preform using chemical vapor infiltration;

partially densifying the coated component preform using carbon-containing slurry; and

further densifying the coated component preform with at least silicon to form a rotatable ceramic matrix composite aircraft engine component with biased architecture.

14. (original) The method of claim 13, wherein a ratio of a number of tows in the first warp direction to the number of tows in the second weft direction is at least about 2:1.

15. (original) The method of claim 13, wherein the plies are silicon carbide containing plies.

16. (original) The method of claim 14, wherein the turbine engine component is a turbine blade.

17. (original) The method of claim 14, wherein the turbine engine component is a cooled turbine nozzle.

18. (original) The method of claim 14, wherein the turbine engine component is an uncooled turbine nozzle.

19. (currently amended) A method of manufacturing a rotatable ceramic matrix composite aircraft engine component, the component having a direction of maximum tensile stress during normal engine operation, comprising the steps of:

providing a plurality of prepreg ceramic plies, the plies comprising prepreg ceramic fiber tows, the tows in each ply lying adjacent to one another in a planar arrangement such that each ply has a unidirectional orientation;

laying up the plurality of prepreg ceramic cloth plies in a preselected arrangement to form a rotatable turbine blade shape such that a preselected number of outermost plies are oriented at about 0° with respect to the direction of maximum tensile stress of the turbine engine component during normal engine operation, wherein normal engine operation includes rotation of the rotatatable turbine engine component;

heating the turbine blade shape to form a ceramic preform; and

densifying the turbine blade preform with at least silicon to form a rotatable ceramic matrix composite turbine blade.

20. (canceled)